

DO

RCS ARRS V-6 Report

22 AUG 1971

3 ARRG (JRC)

DATE: 2 Jul 71

MISSION NUMBER: B-3-020

FLIGHT DESIGNATION: Jolly Green 32

MISSION OBJECTIVE: Med-Evac

LOCATION: KHON KAEN (16° 27'N - 102° 50'E)

1. Jolly Green 32 was on a LARS training mission at Nam Phong and was night refueling with KING, when notified by JACK that we were to pick up an injured USAF personnel at Khon Kaen. The notification occurred at 02/1930L and KING and Jolly Green 32 proceeded to the area. We were notified by JACK that the Med-Evac was located by an unlighted helicopter pad approximately 2 kilometers north of the town. As we approached the area KING directed my attention to some blinking car lights north of the town. A fly by was accomplished and an uneventful landing made to the heli-pad. The injured person was examined by my PJ's and brought aboard. We returned to CH 70 and turned the individual over to hospital personnel.

2. Crew Composition Jolly Green 32:

AC Maj Clyde E. Bennett
CP Capt Henry T. Demmons
FE SSg Michael W. Burdett
IRS TSg John Eldridge
RS TSg Eldridge M. Neal
RS Sgt Paul E. Perry


CLYDE E. BENNETT, Major, USAF
Aircraft Commander

37 ARRSQ HISTORY, 1 JULY - 30 SEPTEMBER 1971

MISSION NARRATIVES

This quarter the unit had five numbered missions.

Mission #7-3-006, 5 Jul 71: The unit was notified of a possible MED EVAC just after a rocket attack. In spite of the possibility of another attack and the fact that the base lighting was blacked out, Pedro 61 took off from the alert pad and proceeded to the 366 USAF Dispensary pad. Two critically injured survivors were loaded and Pedro 61 was flown to the 95th Medical Evacuation Hospital pad. After the survivors were offloaded by hospital personnel, Pedro 61 returned to the alert revetment and refueled for a standby status. Two combat saves were credited.

Mission #7-3-007, 7 Aug 71: The unit was alerted by the crash net that a man was sighted in a lift raft near Marble Mountain. After takeoff, Marble Tower was contacted and directed Pedro 60 to the vicinity of the survivor. The forest penetrator was lowered and the survivor grabbed the device. At this time he was brought on board. The medic diagnosed the man to be in fair condition, suffering from exhaustion and exposure. The survivor was delivered to Landing Zone 60A, where he was met by attendants. Pedro 60 then returned to Da Nang Airfield.

Mission # A-3-30, 3 Sep 71: The alert crew diverted from a local flight to the 366 USAF Dispensary. After landing at the Dispensary pad, the survivor, a civilian employee of Air America, was involved in a motorcycle/truck accident. He had multiple fractures, arterial bleeding, and required immediate surgery to prevent the loss of his leg or life.

PSVL 77
CWL SAR F-4

Robert LaPointe

From: "Ed Stevens" <stevens-ed@home.com>
To: "Robert LaPointe" <rlapointe@gci.net>
Sent: Saturday, August 11, 2001 6:51 PM
Subject: Re: Shipping confirmation
 Robert (or do you go by Bob?),

Sorry I took so long to get back to you. My wife has been sick the past week and taking care of her has kept me busy.

Should I have received the book by now? It's Aug 11th and it hasn't arrived yet. Can you trace it? And just to verify the address--it should be headed to 8412 Cedar Street, Silver Spring MD 20910.

To clarify the name issue--my full name is William Edward Stevens. While I've always gone by Ed, anything official usually refers to William.

Reference the 18 July 1972 mission you mentioned, I'm the Stevens noted in the log. I have some notes and a DFC citation about the mission and pickup that I'll send you once I find the box they're stashed in.

You've done a tremendous amount of research! You mention two upcoming trips--AFHRA and PACAF. Who are you visiting at PACAF? If it is only the HO, I'd try to make sure that they have unique material that isn't already at AFHRA. I know from visits to PACAF/HO that they have an extensive archive collection but I don't know whether they'd have any unique Rescue documents. As to other locations to research, I need to make some phone calls to check out some stories I've heard over the years about HQ Rescue Service records. I'll let you know if I turn up any leads.

I would be thrilled to assist you in this project in anyway possible. I'm afraid your information about me being a college professor is incorrect. I've attended college full time since retiring in March 2000 and just graduated in May with a BS in Information Systems Management (includes some training in Web Site design and development). However, I retrained into History in 1976 and worked as a writing historian at the wing, division, and numbered air force level until 1992 except for a 4-year tour as a PME instructor in the mid-1980s. From 1992 till retirement, I was an Assistant to the Air Force Historian at HQ USAF where I handled career field management, manpower, and war planning issues for the program. While in the trenches, I authored over 30 unit histories and evaluated several hundred more. I'd be thrilled to use these skills to help out with your quest.

Finally, another possibility for mass publication aside from the two you mentioned is the Air Force History and Museum Program. The Air Force History Support Office (located in DC and connected to the Office of the Air Force Historian) has access to official Air Force Publication channels and it might be possible to get the manuscript published that way.

Well, its time to shut up and go to bed. Please let me know what I can do to be of assistance.

Take care, Ed

8/12/01

----- Original Message -----

From: Robert LaPointe

To: Ed Stevens

Sent: Thursday, August 02, 2001 12:53 AM

Subject: Re: Shipping confirmation

Thanks for contacting me. I clearly remember you now but did not recall your name or find any primary source material with your name on in during my research. Hence, your name is not listed (yet) in the appendix that lists PJs that served in the war. I am printing the books in batches of 500 until I get to 2000. So far I have only printed the first 1000. Prior to printing the next batch, I will update the appendix and include your name. I already corrected it tonight in the master document.

I have some very sketch data on a mission you may have flown. It was on an F-4, callsign Owl. The mission was flown on 18 July 71 and the two PJ's on the mission were Kimball and Stevens. No first names are listed. The data was excerpted from a handwritten SAR log kept up by the ops NCO each day at the 37th. Are you the Stevens who flew this mission? I have extrapolated that it was Larry Kimball because I have several other occasions where his full name was provided.

One goal is to identify every known mission and put it in an appendix in the back of the book. When you get your book you will see what I have discovered so far. The vast majority of the material is from mission reports and unit histories that I collected from the USAF Historical Research Center. I now have more than 8000 pages of these reports and will collect several thousand more when I begin research for volume 2. So, any material you have on missions that you flew would be helpful in developing an accurate history of this period. Most of my primary source material has come from AFHRA and the AF Museum. About 5% has come from PJs that served in the war and kept diaries or other documents from their tour. Sounds like you have a background in USAF history. I plan on heading back to Maxwell (AFHRA) in September and then on to HQ PACAF and in December. Any suggestions on other locations where I might find primary source material?

I also have a web site for this project at <http://home.gci.net/~rlapointe/> It is in the process of a major upgrade. Prior to fall, I am going to add considerable more content and photographs. The ISP I presently use restricts me to 20mb of space. I just purchased my own server and will be able to load up to 40gb of data. I hope that I will be able to use it as a research tool to collect additional data.

This was my first attempt at writing a book.. I did all the research, typing, layout, photo editing and design work. This allowed me to keep costs down. I transferred the final product on to a CD ROM that I gave a local printer and here it is. It is far from perfect and I hope to improve it considerable prior to printing a second edition. I have heard that you are a college professor. If you have any suggestions, I would seriously consider them. I am aware that I need to standardize the citations in the back of the book. Other than that, I need help finding errors. After seeing the text so often, I am unlikely to find my own mistakes.

My motivation was simple. After getting out of the AF in 1995 I went to the University of Alaska for 4 years where I majored in history. I was aware that a comprehensive history of Air Rescue in Vietnam had yet to be written. Tilford's book was OK but not very detailed. No one else seemed to be stepping up to the plate, so I decided to give it a try.

My end plan is to complete volume 2 for release on Memorial Day 2003. Then I will use all of my research to accomplish an analytical assessment of what Air Rescue did correct and wrong during the Vietnam War. Then I plan to take the lessons learned and try to identify how this data can be used for successful combat SAR in the 21st century. I will combine Volume 1, 2 and the assessment into one product and use it for my Masters Thesis. I also plan to submit the completed work to the Air University Press for consideration for publication by them. My primary goal has always been to ensure that this part of AF history is not forgotten. If I can get the UA Press or the Naval Institute Press to publish this work in thousands of copies, I will have reached this goal.

Anyways this has been a long e-mail. You should receive your book tomorrow or Friday. Hope you enjoy it.

----- Original Message -----

From: Ed Stevens

To: Robert LaPointe

Sent: Wednesday, August 01, 2001 10:58 AM

Subject: Re: Shipping confirmation

Bob,

Thanks for the confirmation. Looking forward to reading your book. I served with you for a few short months in the summer of 1972 at Da Nang. I was TDY out of Korea. I recently read your article about the closing of Da Nang and it certainly brought back a flood of memories.

Although I left ParaRescue in 1973, I never forgot what a great bunch of people made up that program. I always missed the tremendous camaraderie among PJs and never found the same spirit any where else.

I retired in March 2000 after 30 years spent mostly in the USAF History and Museums

Program. One of my former colleagues recently ask me to review a manuscript for a pamphlet on Air Rescue in the Korean War. When I started checking some source material, I was amazed at how little has been written about Air Rescue in general and ParaRescue specially. I ran across your book while I was doing Web searches.

When do you expect to start pre-publication sales for Volume II?

Regards,
William 'Ed' Stevens

----- Original Message -----

From: Robert LaPointe

To: Stevens, William ; Martin, Steven ; Sinon, Pat ; Saunders, Ralph ; Rosler, Mike ; Flournoy, John ; Beranek, Tom ; Brown, Bill

Sent: Saturday, July 28, 2001 11:09 PM

Subject: Shipping confirmation

Thank you for your order for the book "PJs in Vietnam - The Story of Air Rescue in Vietnam as Seen Through the Eyes of Pararescuemen."

Your book was shipped at 7 a.m. on Saturday 28 July.

SAFETY

The 40th ARRSq had three aircraft incidents this quarter in 952.6 flying hours. There was also one reportable ground safety injury during the period.

On 10 July 1971 a 40th ARRSq aircraft encountered an emergency situation when number two engine chip light illuminated. The engine was shutdown and precautionary landing made without incident. Analysis revealed a small piece of carbon on the chip detector probe. There was no material failure; consequently no preventive action was necessary.

On 21 July 1971 Jolly Green 54 was dispatched from Nakhon Phanom to recover some aerospace hardware. The objective was located. Checks and computations determined that ample power was available to perform the mission. The load was secured to the sling by a Pararescueman (PJ) on the ground. The PJ reported hearing ground fire. As the hoist was being lowered to pick up the PJ the load started sliding downhill and the helicopter started to settle. The load and auxiliary fuel tanks were jettisoned but despite the pilot's efforts the aircraft continued to settle into the trees. The aircraft crashed and then rolled several times. All crew members exited the aircraft and again reported ground fire. The PJ who was on the ground when the crash occurred received extensive facial injuries, the flight engineer sustained serious back injuries, and both pilots had leg injuries. All crew members were recovered by a civilian helicopter.

Due to the hostile location of the downed aircraft it was necessary to destroy both the aircraft and the aerospace hardware. After a thorough investigation the incident was classified as a combat loss and closed.

On 16 August 1971 aircraft 68-10359 was returning from a SAR mission when number one engine low oil level caution light illuminated. Minutes later the number one engine low oil pressure light came on and oil was reported pouring down inside the cabin. The engine was shut down immediately and an emergency declared. After landing at Ubon RTAFB it was determined that a one way check valve had failed causing the auxiliary oil tank to overflow and spill into the cabin. After replacing the check valve the aircraft was released for flight. There was no previous history of this type of malfunction and most probably is an isolated incident.

There were no explosive safety incidents this quarter. One ground safety incident occurred on 24 July 1971. A staff sergeant fell from a chair while replacing a light bulb in his quarters. He sustained serious bruises and sprained muscles in the shoulder area. He was admitted to the hospital on 25 July 1971 and treated. He made a speedy recovery with no complications. Lost duty time was two days.

was down between Tchepone, Laos, and the DMZ. Capt Bennie D. Orrell, piloting an HH-53, approached the search area, and Smith 'popped his smoke' to show his location. The smoke drifted uphill before it emerged from the trees. When Orrell hovered at that spot, Smith made a 'max effort' run uphill to the hoist. He grabbed it, but Orrell encountered enemy fire and was forced to retract the hoist, not knowing that Smith was hanging on until the hoist had cleared the trees!

Eight HH-53 Super Jollys and three HC-130 tankers from the 40th and 56thARR Squadrons, respectively, participated in Operation 'Eagle Pull', the evacuation of US personnel from Phnom Penh, Cambodia. One HH-53 inserted a combat control team prior to the evacuation whilst two HH-53s removed the fifteen military personnel from the capital following the completion of the evacuation. The Joint Rescue Coordination Center (JRCC), operated by the 3rd ARR Group at Nakhon Phanom, exercised operational control of the rescue forces. There were no ARRS injuries or casualties, although two HH-53s incurred hits from small-calibre ground fire.

'Gunfighter 82' was the crew of an F-4E assigned to the 366th TFW at Da Nang, 'Gunfighter 82A' being Lt-Col Arthur Blissett and 'Gunfighter 82B' his 'Wizzo', Lt Michael Murray. On the night of 17 December 1971 'Gunfighter 82' was shot down by a SAM near Mu Gia Pass about 65 miles east of Nakhon Phanom RTAFB, Thailand. Mu Gia Pass was a notoriously 'bad place' situated along the Ho Chi Minh Trail, and only a week earlier the crew of 'Ashcan 02', an F-105 'Wild Weasel', had been downed and successfully rescued from the same area. Two Super Jolly Green Giants from the 40th ARRS at NKP were scrambled and succeeded in retrieving the 'Gunfighter' pair.

Drone Drama

On 21 July 1971 a single HH-3 'Jolly Green' was tasked to recover an RP drone and ended up being shot down by groundfire in the area just as it was picking its No 1 PJ by hoist. The 'Jolly' rolled over a couple times and ended up against some trees. The covering fighter crews involved in the recovery saw the 'Jolly' upside down on the downslope of a small clearing; the drone, its parachute in the trees at upper end of the clearing, was situated in the middle, and the 'Jolly's

tip tanks were also visible, jettisoned in the area of the drone. The three crew members (pilot, co-pilot and FE) had scrambled out to the lower end of the slope, whilst the two PJs were located in the middle of the clearing. An Army medevac Huey was the first rescue helicopter on the scene and picked up the FE, who was suffering from severe back pains (later diagnosed as a ruptured disc in his spine), by having him grab the Huey's skids so that they could hover-taxi with him further up the slope to where the other PJ, who had extensive facial injuries (having been hit by a rotor blade as the helicopter went down), was located. The injured were packed up and the Huey exited successfully. About ten minutes later an Air America H-34 arrived and picked up the pilot and co-pilot with its hoist and horse collar. However, the hoist broke with the co-pilot 10ft up and the hoist operator reeled in the cable by hand as they exited the area. Another H-34 came in and picked up the re-grounded co-pilot by horse collar. The first recovery flight scheduled for the next day was given the task of determining whether the helicopter was recoverable, but it was greeted by so much groundfire that the 'Sandy' A-1s were directed to destroy the Jolly *in situ*.

To: Don Goodlett, INTERNET:dgoodlet@cyberhighway.net
To: "'Chuck McGrath'", INTERNET:cmcgrat@exis.net
CC: Robert LaPointe, rlapointe
From: "Rouhier, Chuck", INTERNET:Chuck.Rouhier@Deskbook.wpafb.af.mil
Date: 2/9/99, 2:49 AM
Re: RE: Bad day with a drone - JG 54

Sender: Chuck.Rouhier@Deskbook.wpafb.af.mil
Received: from rsc1mail3.wpafb.af.mil (rsc1mail3.wpafb.af.mil [129.48.198.8])
by hpamgaaa.compuserve.com (6.8.8/8.8.8/HP-1.0) with ESMTP id GAA10148
for <rlapointe@compuserve.com>; Tue, 9 Feb 1999 06:48:56 -0500 (EST)
Received: by rsc1mail3.wpafb.af.mil with Internet Mail Service (5.5.1960.3)
id <1RKZAKK1>; Tue, 9 Feb 1999 06:51:15 -0500
Message-ID: <1EC7CEB74D00D111BA7100A0C9LE18D301D7A436@rsc1mail3.wpafb.af.mil>
From: "Rouhier, Chuck" <Chuck.Rouhier@Deskbook.wpafb.af.mil>
To: "'Chuck McGrath'" <cmcgrat@exis.net>,
Don Goodlett
<dgoodlet@cyberhighway.net>
Cc: Robert LaPointe <rlapointe@compuserve.com>
Subject: RE: Bad day with a drone - JG 54
Date: Tue, 9 Feb 1999 06:51:14 -0500
X-Mailer: Internet Mail Service (5.5.1960.3)

Chuck,

I'll get the changes made sometime this week. Let me know when the revised story is ready to go up.

Chuck
Jolly FE '71-'74

-----Original Message -----
From: Chuck McGrath [mailto:cmcgrat@exis.net]
Sent: Monday, February 08, 1999 10:09 PM
To: Don Goodlett
Cc: Robert LaPointe; Rouhier, Chuck
Subject: Bad day with a drone - JG 54

Don,

Please accept my apologies for the delayed response. We're putting in 12 hour days right now on some special projects. At least it'll mean a way to pay for the new computer! New Intel 400P11 and Intel motherboard are sitting in the dining room waiting on more pieces.

Check out <http://www.jollygreen.org/Stories/dronerescue.htm> for a copy of what I wrote to Air America. Chuck Rouhier posted that and I scanned in the pictures for him to use.

I thought I told Chuck R. that Jon Hoberg was the nbr 1 PJ that day. I've CC'd him on this so he has the info. (Chuck R: typo on <http://www.jollygreen.org/Stories/stories.htm> submitted vice submitted)

I've been in contact with the engineer J.E. Adams, who lives in the same town as Jon.

X-From: adams@inficad.com Mon Sep 21 21:35:45 1998
Return-Path: <adams@inficad.com>
From: James Adams <adams@inficad.com>
To: "'Chuck McGrath'" <cmcgrat@exis.net>
Subject: RE: JG 54 - Laos, July '71

the crash? I still worry about those kind of things and lose a lot of sleep some nights. His phone number has changed to (602) 242-1884.

Regards,

J.D. Adams

That sums it up. I need to rewrite the story to include the notes I've received from the Ravens, J.D., and the pilot of the Huey that picked up Jon and J.D.

Candy had just come in country the week before and I managed to keep this little incident from her for over a month.

Been reading Bob's notes about how cold it is up in Alaska. Would you believe it's supposed to be 70 degrees here on Thursday? Strangest weather we've had in the 14 yrs I've lived here in VA Beach. Our daffodils are blooming and my tulip poplar has its blooms out as well. This usually doesn't happen until March.

Regards,

Chuck (McGrath)

p.s. Gene just had surgery on his back and is recovering OK. Next is his shoulder.

>At 18:22 2/2/99 -0700, Don Goodlett wrote:

>I stole so stuff from the Jolly Green Association. It is in the worksheet. Chuck, shot down recovering a drone? Only one PJ on board? Tell me about it. Please.

>

>Don

14430	B	18 Jan 69	ARRS	Laos	67	Darghiv	Lobby	Purdue	Thomas R. Pope	Donald Johnson		70 lands JG-67. a At 1300 movers t log read JG-67. i going up
66-14434	B	28 Jan 70	40th ARRS	NVN	Jolly Green 71							hit by m for SEA
68-8283	C	30 Jun 70	40th ARRS	Laos	Jolly Green 54							hit by gr (OV-10) remains
68-8285	C	21 Jul 71	40th ARRS	Laos	Jolly Green 54	C. Bennet	B. Robben		Chuck McGrath			shot dow
68-10366	C	25 Nov 71	37th ARRS	SVN	Jolly Green 70			H. Theriot			R.L. Steed (PJ)	SAR mi
68-10359	C	27 Mar 72	40th ARRS	Cambodia	Jolly Green 61							crashed
68-10361	C	18 Aug 72	37th ARRS	SVN	Jolly Green	No Fatalities	No crew on board					Destroye rocket.
68-10365	C	6 Apr 72	37th ARRS	SVN	Jolly Green 67						(Photog)	SAR mi site exca buried i
68-10362	C	14 Jun 73	40th ARRS	Cambodia	Jolly Green 64				Karl C. Morgan	Stephen L. Caldwell		Tail roto
68-10788	C	27 Dec 72	40th ARRS	NVN	Jolly Green 73	Richard D. Shapiro	Miguel A. Pereira	Charles J. Rouhier	Robert W. Jones	John R. Carlson		Down in JACKE Dec 72 () USAF lo take off aircraft indicate reads " J in a hov Ban Ban

Special Operations CH-53 SEA Losses

MASTER SERGEANT PAUL L. JENKINS/ STAFF SERGEANT MICHAEL F. DEAN. Sergeants Jenkins and Dean are crewmembers on an HH-53, Jolly 54 from the 40th ARRS, Udorn RTAFB, Thailand. They are attempting to rescue the pilot of an OV-10, Nail 44 that has gone down in Laos. Earlier attempts by a Jolly from the 37th ARRS at DaNang AB, RVN have been unsuccessful. On their second attempt to rescue the survivor, they encounter heavy ground fire from all sides. Attempting to exit the area, their helicopter, so badly damaged by enemy fire, inverts and crashes in a fireball. Secondary explosions further destroy the craft and dash any hopes for survivors. Many hours later, Sergeant Jules Smith, aboard an HH-3 from DaNang is able to penetrate the scene by hoist and rescue the downed Nail 44 crewmember. Three days of search and rescue efforts end when photographic reconnaissance rules out any possibility of survivors. *Source - 50 years*

Add Fisk info from 50 years. Combine & re-write

Drone Rescue

by

Chuck McGrath

PJ, 40th ARRS, NKP 1971-72



I was rescued by an Air America H-34 crew on 21 July 1971.

Location: Some distance north of the PDJ.

We were tasked as a single Jolly Green (HH-53) crew to recover a drone, and ended up going down during the effort just as we were picking the #1 PJ by hoist. Rolled over a couple times and ended up against some trees. Loss was later determined to be from groundfire in the area. Crews involved in the rescue saw the Jolly upside down up against some trees on the downslope side of a small clearing. Drone in

middle of clearing. Tip tanks were jettisoned in area of drone. Drone parachute in trees at upper end of clearing. Three crewmembers (pilot, copilot, and FE) at lower end of slope. Two others (PJs) about the middle of the clearing.

A Huey came in first. Picked up the FE, suffering from severe back pains, (later learned he had ruptured disc in spine), by having him grab the skids so they could hover taxi with him further up the slope to where I was with the other PJ, who had extensive facial injuries. My partner was hit by a rotor blade as the helo went down. We got the FE in the Huey, I passed Jon's IV bottle up to someone in the Huey, and then we got Jon in. I got in to help treat them.

I guess there wasn't enough lift to get us out of there, because one of the Air America crew tapped me on the shoulder and motioned for me to get out. Just what I needed! Out I go. Huey spins around, comes close to giving me a crewcut with the tail rotor, and exits successfully.

About 10 minutes later a H-34 comes in and picks up pilot and copilot with hoist and horse collar. Hoist breaks with me about 10 feet up and I'm back on the ground again with the hoist operator reeling in the cable by hand as they exit the area.

I heard some periodic ground fire while taking stock of the situation.



stock of the situation.

I guess it was about 10 or 15 minutes later - who kept track? Another H-34 came



in and picked me up by horse collar. We were all taken to Lima 54, where the pilot, copilot, and I got a hop on an Air America C-130 to Udorn. The three of us were bruised up, nothing serious, but they stuck us in the hospital there for the night. I still don't know how the injured FE and my partner got back to Udorn, but they were there in the hospital when we woke up the next morning.

Flight the next day to determine whether helo was recoverable was greeted by so much groundfire that the Sandies were directed to destroy the Jolly.



Return to Rescue Stories

21 July 71

0935 BR JG-60 ↓ 0935 AT CH-89.

0950 BR JG-53 ↑ 0955 FM CH-70 TO CH-89.

1049 BR JG-53 ↓ CH-89 AT 1045.

1102 BR JG-56 ↑ 1100 FM CH-70 TO CH-89.

1131 BR JACK & JOKER ADVISES NEED 1 ACFT FOR
A MISSION // CAN'T DISCUSS NATURE OF MISSION.

1140 BR MAJ. BENNETT SAYS WE WILL USE JG-54

1146 BR JG-56 ↓ 1145 CH-89.

1151 BR CAPT. MEYER & CREW WILL ASSUME EAST
HIGH ALERT WITH MAJ. CHRIS. BEING
1157 BR SSGT SMITH AT UDORN ADVISES COL. REES IS
OF WHAT IS HAPPENING AND HE WILL NOTIFY COL.
MORSE & BRIEF HIM.

1206 BR JG-60 ↑ 1205 FM CH-89 TO CH-70.

1220 BR DELAY IN BIRD GETTING AIRBORNE IS DUE TO
THE FACT WE NEED A SLING.

1228 BR JG-54 GETTING READY TO ROLL ON MISSION NOW

1228¹ BR NOTIFIED TEEPEE AND HE IS GETTING
SANDY'S READY TO ROLL ALSO.

1236 BR JG-54 ↑ 1235 ON "SAR"???? (PICK-UP WHAT)

1255 BR SANDY'S AIRBORNE ALSO.

1315 BR JG-54 STILL ENROUTE TO AREA

1338 BR JG-60 ↓ CH-70 AT 1330.

1427 BR JACK ADVISES JG-54 IS IN AREA AND THEY HAVE
ITEM TO BE PICKED UP IN SIGHT.

1447 BR JG-60 ↑ 1440 FM CH-70 TO CH-89.

1447 BR JG-32 ↑ 1445 FM CH-70 TO CH-89.

1528 BR JG-60 ↓ CH-89 AT 1525.

1537 BR JG-32 ↓ CH-89 AT 1535.

1650 TO ~~ALL~~ SCRAMBLED JG 30/61 POSITION 1333/497108/
JG 54 ON GND UNFLYABLE

1705 TO JG 30/61 TAXING

1706 TO JG 30/61 ↑ CH 89 FOR OBJECTIVE

1715 TO RPT FRM JACK / RADIO CONTACT WITH CREW / SONAR

CHAPTER II

Resources

ORGANIZATION

The 40th ARRSq, located at Nakhon Phanom Royal Thai Air Force Base, Thailand, is assigned to, and is under the control of 3rd Aerospace Rescue and Recovery Group (3rd ARRGp), Tan Son Nhut, Air Base, Republic of Vietnam.

FACILITIES

The move of the 40th ARRSq from Udorn to Nakhon Phanom, Thailand, 21 July 1971, not only brought significant changes to unit personnel in quarters and facility improvements but created a more compact working environment and closer, convenient living conditions for officers and airmen, alike. Specifically, Life Support facilities are no longer located in the squadron but are now consolidated in one building for the entire base, a short distance from the squadron. Approximately one-third of the Life Support building houses equipment and storage lockers of the unit pararescue section. Perhaps the one, single convenience to the unit is the location of squadron operations and maintenance facilities on the same side of the base with airmen and officer living quarters. Heretofore, this has been a problem in transportation and time involved in commuting back and forth across base. The placement of all airmen and non-commissioned officers in one living area, aircrew members excepted, has been a definite asset and morale factor to the squadron.

Transportation has been a problem at times but this situation should be cleared with the approval and assignment of two additional vehicles to the squadron. Due to the extensive self-help program now in progress and excellent support from the base and all squadron personnel, the new living and working facilities are satisfactory.

The Dispatch Alert facility at Ubon, which previously housed unit duty officers/airmen, has been closed. Improved alert procedures for the 40th ARRSq and 56th SC'g aircraft on station at Ubon RTAFB, Thailand, negates use of this dispatch alert facility.

AIRCRAFT

A requirement existed for the transfer of two unit HH-53B model aircraft from Udorn RTAFB, Thailand to CONUS. Previous transfer of aircraft via trans-pacific flight had formed problems in critical unit aircrew manning due to long TDY absences from parent unit. A request was made to airlift these aircraft back to the States. On 30 July 1971, a C-5 Galaxy from the 437th Mil Alft Wg, Charleston AFB, SC was dispatched and arrived at Udorn RTAFB, Thailand, to perform this airlift. Extensive and careful preparations had been made prior to the C-5 arrival to insure expeditious loading and handling. The actual loading took six hours to complete and no significant problems were encountered; however, the operation was slow due to the fact that this was the first time in aviation history that HH-53 aircraft had been loaded and trans-

ported aboard a C-5 aircraft. To aid subsequent and similar loadings, the entire loading operation was carefully recorded on film.

On 27 September 1971, the 40th ARRSq received one HH-53C model aircraft from the 37th ARRSq, Da Nang Air Base, South Vietnam, bringing the total number of unit aircraft to eleven.

CHRONOLOGY

2 Jul 1971	An injured USAF Airman evacuated from an unlighted helo pad two miles north of Khon Khaen
21 Jul 1971	40th ARRSq relocated to Nakhon Phanom RTAFB
21 Jul 1971	Loss of Jolly Green 54
30 Jul 1971	C-5 Galaxy airlifts the last two HH-53B Jolly Greens from Thailand
13 Aug 1971	Two T-28 pilots rescued 20 miles southeast of Udorn RTAFB
5 Sep 1971	Evacuation of a Thai civilian when a CH-3 (Knife) crashed 25 miles south of Nakhon Phanom

UNCLASSIFIED

3ARRGp Hist., Jul-Sep 1971

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CHAPTER III

CHANGES IN CONCEPT AND STRUCTURE

ORGANIZATIONAL ADJUSTMENTS

Unit Moves

(U) 13AF PAD 71-13-6, 40ARRSq, directed the transfer of the 40ARRSq from Udorn RTAFB, Thailand to Nakhon Phanom Airport, Thailand on 21 July 1971. The move was accomplished on schedule and with minimum difficulties. The outstanding efforts of all 40ARRSq personnel and the unparalleled cooperation and assistance from 13AF and the 56SOW were the primary factors which permitted the move to be accomplished as programmed.

(U) 7AF PAD 71-15-7/366TFW Facilities Utilization and Turnover Plan. The subject 7AF PAD and 366TFW Plan identify the requirement to make facilities available at DaNang AB, RVN to accommodate increased VNAF activities in support of the Vietnamese Improvement and Modernization Programs. The 37ARRSq and Det 7, 3ARRGp were directed to relocate from DaNang East to DaNang West in support of these plans.

(U) The physical move of both units to DaNang West was accomplished during August 1971. HH-53 O&M facilities at DaNang West include two hangars and nine reveted parking spaces and are considered superior to facilities previously occupied

~~SECRET~~

3ARRGp Hist., Jul-Sep 1971

9

at DaNang East.

(U) Detachment 7 operations occupied the transient alert facility at DaNang West and through a considerable amount of self help started a program of facility rehabilitation. The programmed rehab will bring the facility up to the high standards enjoyed by Detachment 7 at DaNang East.

(U) The alert pad has been temporarily established on the apron immediately adjacent to (Southwest) of the operations building. This area will be used until the primary alert pad is completed in Nov-Dec time periods. PAD preparation requires tear down of the French Hangar (in progress) and repavement of the area.

Unit Deactivation

(U) Hq MAC Special Order G-228 deactivated the 38ARRSq effective 1 Jul 1971. At 0001H, 1 Jul 1971, the 38ARRSq was consolidated with the 3ARRGp. The consolidation provides more effective utilization of assigned manpower resources, as well as eliminates redundant staff activities. Of the 27 spaces authorized in the 38ARRSq, 18 were reassigned to the 3ARRGp and 9 spaces were deleted from the UDL.

(S) 7AF PAD 71-7-21 directs total USAF withdrawal from Phu Cat AB, RVN. Det 13, 3ARRGp deactivation will occur approximately 5 Nov 1971 following redeployment of the last F-4

~~SECRET~~

40th Arrives Here; Choppers, Sandies Now Based Together

The 40th Aerospace Rescue and Recovery Squadron, organized at Udorn Royal Thai Air Force Base in March 1968, has moved to Nakhon Phanom.

Commanded since June by Lt. Col. John H. I. Morse, the 40th flies HH-53 Super Jolly Green Giants in carrying out its mission of providing Search and Rescue support for U.S. aircraft operating in Southeast Asia.

The move of the unit from Udorn to Nakhon Phanom was made to consolidate rescue and helicopters and ground support facilities at one location.

In contributing to the motto "That Others May Live" the 40th has established an outstanding reputation since its formation as a component of the 3rd Aerospace and Recovery Group, headquartered at Tan Son Nhut Air Base in the Republic of Vietnam. The squadron is credited with 130 "saves" since its formation.

Units of the world-wide Aerospace Rescue and Recovery Service support Air Force and other U.S. agencies conducting global air and space operations. They also provide air recovery forces for manned space flights in support of the National Aeronautics and Space Administration's aerospace operations.

Colonel Morse, the commander of the 40th, came to Thailand from Wright-Patterson AFB, Ohio, where he was assigned to the Air Force Systems Command's Flight Test Directorate. A command pilot, he flew B-17 bombers in World War II and was stationed at Nakhon Phanom once before in 1968-'69.

"The 40th is happy to be here," Colonel Morse says, "to consolidate our historical association with the 'Sandies.' We

have received fine support here and we appreciate the cooperation of everyone who pitched in and helped us."

The colonel is a native of Winchester, Mass.

First sergeant of the 40th is MSgt. Jackie E. Davison.

Excerpted from the
NKP News 08/13/71

But the Feet Remain

Jolly Greens Fly to NKP

Jolly Green feet still parade prominently across many facilities at Udorn, but they "walk" silently. Their creators are gone.

The 40th Aerospace Rescue and Recovery Squadron officially left here on Aug. 1 for Nakhon Phanom Airport. The Jolly Greens and their HH-53 (BUFF) helicopters had been at Udorn since

March 18, 1968.

Now they are gone; but not forgotten--not by the many friends they made here, by the guys they rescued, not by anyone who had dealings at all with the people who adopted a big green giant as their mascot.

During their stint, the men and
(continued on page 4)

C-5 Galaxy Swallows BUFFs in First Udorn Appearance

"Fat Albert" landed gently on Udorn's runway Friday, swallowed two Super Jolly Green HH-53 helicopters and roared off into a tropical downpour eight hours later.

The giant C-5 Galaxy, largest of the Air Force's cargo haulers, was making its first appearance at this northern-most Thailand base.

The Galaxy, belonging

to the 437th Military Airlift Wing at Charleston AFB, S.C., was piloted by Southeast Asia veteran fighter pilot Lt. Col. John Halton. "In fact, I served with a unit stationed here now. I flew F-105s out of Korat with the 13th Tactical Fighter Squadron," Colonel Halton explained.

"It's one of the easiest flying birds I've piloted," he commented. The giant transport carried a crew of 21 for this

mission, nine on duty and 12 alternates ready to assume any job: aircraft commander, loadmaster or flight engineer.

The mission was to take two HH-53s of the recently departed 40th Aerospace Rescue and Recovery Squadron to the United States. This was the first time that BUFFs (Big Ugly Fat Fellows) were transported by the huge airlifter.

"We had a couple of dry runs," pointed out T Sgt. D.J. Wentworth, crew chief for the Carolina-based giant, "but we never actually airlifted one before."

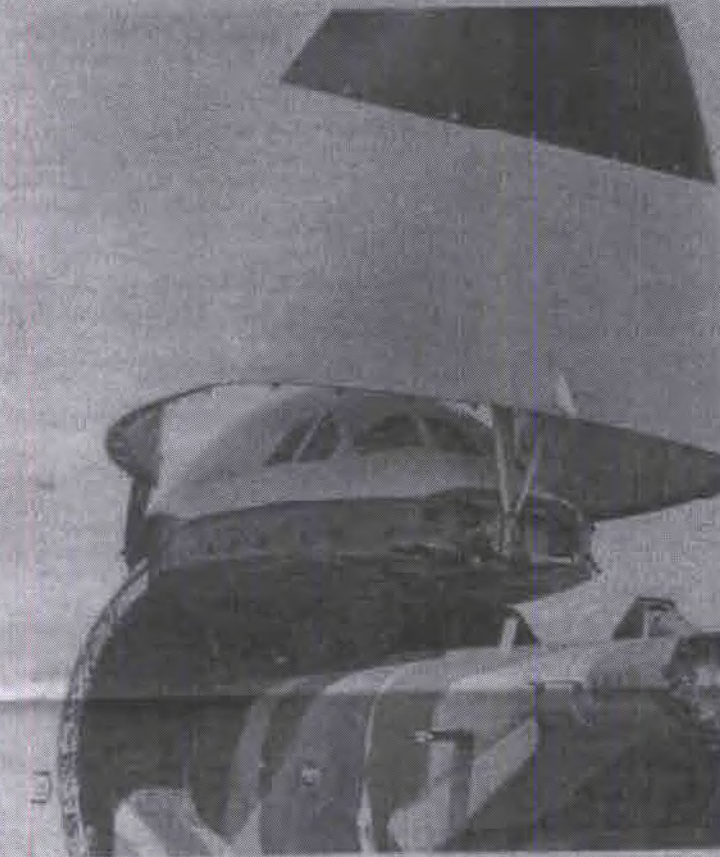
As soon as the mammoth engines were shut down at 7:20 a.m., men of Det. 1, 6th Aerial Port Squadron and the 40th ARRS started moving the stripped down BUFFs into the open nose of the Galaxy. The tops of the choppers cleared the ceiling of the cargo compartment by a scant two inches.

It took the men about three and a half hours to get the BUFFs, plus the equipment removed from them, into the gaping mouth and down the smooth gullet of the C-5. It was a relatively light payload, 80,000

(continued on page 5)

Excerpted from
"Easy Flyer" the

Udorn base paper
August 1971



Lunchtime for Fat Albert

C-5 Gulps Jollys in First Visit

(from page 1)

pounds, but a very bulky one, filling almost the entire cargo hold.

When the bird was loaded and ready to take off, Mother Nature intervened. The sky opened up for three hours as a heavy tropical storm drenched Udorn and prevented "Fat Albert's" take off until 2:45 p.m.

The crew included: Maj. Donald Boisvert, co-pilot; Capt. Louis Harj, pilot; Capt. William Pecoul and Donald Smith, navigators; Lt. Col. August Savara, navigator; MSgt. Charles Goins, crew coordinator and chief flight engineer.

Also, MSgts. Charles Thompson and D.J. Brady, and TSgts. Elwood Jensen and Harry

Volbert, flight engineers; TSgt. Ray Pruitt, chief loadmaster; MSgt. Gaston Lance, TSgts. Stephen Johnson and Antonio Penn, SSgts. Craig Marlowe, William Durham and Phillip Moore and AIC James Cullen, loadmasters; and MSgt. Donald Fredrickson, loadmaster and evaluator from 21st Air Force.

Although making its first appearance at this base, the giant transport has been in-country three times before. It was on display at Don Muang RTAFB in conjunction with a Southeast Asia Treaty Organization open house. It has also visited Ubon and U-Tapao RTAFBs.

Jollys Fly to NKP

(from page 1)

machines of the 40th ARRS plucked 130 downed U.S. Air Force aircrew members from remote and hostile areas of Southeast Asia. Most of these were combat saves made during round-the-clock missions. Their rewards were the smiles and sincere thanks of the guys they brought back home. The 40th trophy room is crowded with plaque and distinctive memorabilia from those grateful airmen.

On the more tangible side, however, the Air Force Outstanding Unit Award was earned by the men for saving 61 downed crew members from February 1968 to April 1970.

Busy though they were accomplishing their primary mission -- to search for, locate and recover distressed personnel engaged in SEA combat operations -- the men of the 40th also found time for humanitarian and other type "rescues."

For example, just a couple of months ago it looked like nobody here would be paid on the regularly scheduled payday. Local computer problems threatened to

delay completion of the payroll and printing of the checks. But, the Jolly Greens came to the rescue. They airlifted accounting and finance people to Nakhon Phanom where the necessary paper work was accomplished and then the guys with the "green feet" brought the checks back to Udorn. Few people knew about the "rescue." Few thanks were given. But then, the Jollys didn't expect it.

The folks from the 40th ARRS worked hard and played hard. That's the way they lived -- their tradition. Waitresses and members of musical groups who played the local clubs won't quickly forget the Super Jolly cannon. And, at least one local dancing girl exhibited a pair of green feet in a prominent area of her anatomy for several days after a Jolly Green sawadee party.

Although many pairs of those green feet remain, the BLUFFs and the men who flew and maintained them are gone. They'll continue to fly their mission and those green feet will appear wherever the Jolly Greens go. That's for certain!

Sawadee, 40th ARRS!



SYMBOL -- A cannon made from the discarded drive shaft of one of their helicopters is a symbol of the 40th Aerospace Rescue and Recovery Squadron. It is here displayed on the Nakhon Phanom flightline by (left to right): MSgt. Jackie E. Davison, first sergeant; Lt. Col. John H. I.

Morse, squadron commander; and Maj. Jerry R. Thompson, scheduling officer. Major Thompson, who designed the cannon, also holds the title of "chief fusilier" of the squadron. (U.S. Air Force Photo by Sgt. Jose Mena)

CHAPTER VI

MISSION NARRATIVES

Search and Rescue (SAR) activity for the quarter was begun by LCDR Joseph L. Crowe and crew with a 200 mile flight to sea on 21 Jul 71 to accomplish the medical evacuation of a seriously ill seaman off the USNS Barret. The mission, which resulted in one non-combat save for the squadron, was complicated not only by the distance to be traveled, but also by the complete lack of voice communications with the Barret and the resulting lack of preparation for the pick-up made by the vessel's crew. King 24, the Airborne Command Post for the mission, located and led the flight of Jolly Green's to the Barret. Upon arrival at the scene of the rescue, LCDR Crowe elected to lower a Pararescue, A1C George R. Ande, to coordinate the subsequent rescue attempt. As a result of this action, the litter hoist of the seaman, who was suffering from a ruptured appendix, and the recovery of the deployed PJ were easily accomplished. At this time King 24 led the Jolly Greens to Cam Ranh Bay, relaying enroute the survivors medical information and vital signs provided by the doctor and PJ's aboard LCDR Crowe's aircraft.

Practical SAR experience was gained by pilots on a training mission on 22 Jul 71 when Captain John N. Komich effected the medical evacuation of an injured seaman off a landing craft in the vicinity of Da Nang. The training aircraft, which happened to have a flight surgeon on board as a passenger, responded to a call for assistance for a seaman who's hand had been pulled through a cable

DATE: 21 July 71

MISSION NUMBER: A-3-007-21 July 71

AIRCRAFT DESIGNATION: King 24

DISTRESS MD SHIP: USNS Barret

LOCATION: 1336N 1145E

SAVES: Credit to 37ARRS

At 0339Z King 24 was notified by Queen that USNS Barret was in need of assistance. A Seaman of the Barret had an appendix burst at approximately 2030Z and his condition was critical. JG 66/71 were launched from OH 77 and King 24 departed feet wet to attempt to find the Barret. While proceeding to the Barret's estimated position, attempts were made to establish HF communications with Oswald and with the Barret with negative results. No contact was made on emergency HF frequencies 2182, 8364 and a listening watch was established on 500KQ. No UHF or HF contact was made with the Barret during the entire mission. At approximately 0430E visual contact was established with the Barret approximately 25 miles south of the ship's estimated position. Still no voice contact with the Barret and King 24 returns to escort JG 66/71 to the scene. At 0500Z the Jolly Greens are on the scene and decision is made to lower a PJ to the Barret to evaluate the situation. King 24 is standing by to refuel the Jolly Greens if necessary. Joker advises to take the patient to OH 77, but due to winds it is determined that OH 71 is closer. At 0500E PJ is on the ship and JG 66 passes instructions as to how to arrange ship for pickup and at 0515Z Stokes litter is lowered to the ship. At 0545Z JG 71/66 have completed air refueling and JG 66 makes the pick-up of the Seaman at 0555Z. With refueling, the Jolly Greens have enough fuel to make it to OH 71, and King 24 climbs to provide communications and navigation aid for the Jellies. Patient is in critical condition (however, he is stable) and the Jellies go full speed ahead. King 24 escorts JG 66/71 to OH 71 and an ambulance picks up patient at Base Operations for an emergency operation. Prompt action by King 24 in finding the Barret without communications assistance plus the speed and efficiency of JG 66/71 definitely aided the fast recovery of the Seaman to medical aid.

King 24, Greenmembers

AMU Major Lewis E. James
CP Lt Col Irvin L. Klingenberg Jr.
CP Captain Charles B. Pearman Jr.
NAV Captain Charles P. McNiff
NO TSgt Lee E. Bateman
PB TSgt James D. Wigginton
PB SSgt Bobby K. Stubbs

LM SSgt Daniel Carroll
LM SSgt Alan N. Robinson

SAR Forces Utilised

JG 66/71

for Clarence L. Lewis
LEWIS E. JAMES, Major, USAF
Aircraft Commander/Airborne Mission Commander

JULY 71

				SURVIVORS		
				NAME	RANK	
				SSN		
DATE	CREW	JG	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
21	CROWE ULLOA PEIANTE MUELCH ANDE MORENO	66	625	100 ONE KIM (KOREAN ^{MERCHANT} SEAMAN) med evac to VUCR. RUPTURED APPENDIX	USNS BARRETT 1445N 11145E MSN # A-3-026-21JUL	1 MEDICAL NON COMBAT
22	KOMICH GRIFFITH JADROSICH BARRETT WARDI THOMPSON PEARSON	77	626	NAVY SHIP 125/15/77 (NO NAME) NAVY SEAMAN with severed hand - to 95th HOSP.	NAVY SHIP 125/15/77 MSN # A-3-027-22JUL	1 MEDICAL NON COMBAT
26	HEIGES TYLER THERIOT PROSE MANICK CROWLEY	65	627 628 629 630 631 632 633 634	NO NAMES 45TH ENGR BTN U.S. ARMY	103/17/69 MSN # A-3-028	8 NON COMBAT

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SIAGON) TO CHECK ROTOR HEADS. PROBLEM UNEN. KING
 26 FLYING WILL JG 67

1214 RF VIA HF. KING 26 Reports To JOKER THAT JG 67
 HAD Some medium FREQUENCY vibrations. KING 26
 will ORBIT PARATANGO.

1225 RF VIA HF. K26 ADVISED JOKER THAT JG 67 WILL NOT
 SIT DOWN PARA TANGO due GROUND fire IN THAT
 AREA. PROCEEDING TO BIENTHOA.

1235 RF QUEEN ADVISES JG 65 CHANGED MIND AND IS NOW
 FEET WET heading FOR VUNG ~~TAU~~ ^{TAIL}, 33 mi SE
 TSN.

1240 RF CREW CONSIST OF: CARSCADON / WEIMER / WALL / FE DRYER /
^{PT} MINSHAW / ^{PJ} ALDEAN / KIRK.

1315 RF VIA HF. KING 26 ADVISES JG 67 NOW HAS Hgt.
 FREQUENCY VIB'S. PROCEEDING ON - 16 miles OO

1325 RF JG 20 ↓ FM LOCAL LOGGED 3.5

1335 RF JG 67 ↓ AT VUNG TAU.

1350 RF JG 67 ↑ FM VUNG TAU FOR BIENTHOA

21 JULY

2245 CAPT KNUTSON ON DUTY

2315 PASSED MAINT + SAR STATUS TO QUEEN

2330 PASSED STATUS TO JOKER

0015 QUEEN PASSED MP SET DG READ AQB R OMD.G

0240 JG 20 AIRBORNE

0305 JG 77 SHUTTING DOWN IN OP ROTOR TACH

0310 CALL FROM JOKER REGARDING ARR EVACUATION
 OF PERSON FROM USN SHIP TO HOSPITAL MAT MUDD

0330 SCRAMBLE ALPHA CREWS ON MED EVAC TO USNS
 BARRETT. PSN 1445N / 1145E MOVING 240° / 18K

0340 RF ALPHA BIRDS ↑ WITH DOCTOR ON BOARD.

0850 RF JG 20 RECALLED AND ↓

0430 RF JG 77 ↑ FOR ORBIT
 0435 RF KING HAS SHIP IN SIGHT. JOLLIES 90 miles out
 RF FM CHNL 74
 0512 RF PJ BEING LOWERED ONTO SHIP.
 0515 RF FM KING. SHOULD PATIENT BE moved they
 will RTB CHNL 71.
 0545 RF JOLLY 66/74 BEING REFUELED BY K-24
 0545 RF FM COL MOORE - JG 20 will be Pedro BACK-UP.
 0605 RF JG 66 EST CHNL 77 0810Z - REQ AMBULANCE,
 AN HOSP TO PREPARE FOR IMMED OPERATION.
 0624 RF JG 77 ↓ FM ORBIT. LOGGED: 2.0
 0633 RF JG 71 ↓ FM ORBIT. LOGGED: 2.3
 0600 RF Queen Advises Jollies ↓ CHNL 71 PATIENTS REFERRED
 TO HOSPITAL. DOWN TIME UNK.
 1000Z RF JOLLY'S 66/77 ↑ FM CHNL 71 ETA 1200Z
 1135 RF JG 71 ↓ FM MED EVAC
 1147 RF JG 66 ↓ FM MED EVAC

JULY 22

2245 QTC CAPT KOMICH ON DUTY
 0215 RF ITEM 3 QZ SET AT READ SIX V WAFC
 0235 RF JG 20 ↑ FOR TNG 1
 0300 RF JG 77 ↑ FOR TNG 2
 0403 RF JG 71 ↑ FOR ORBIT
 0410 RF JG 66 ↑ FOR ORBIT
 0620 RF JG 20 ↓ FM TNG 1 LOGGED 3.7
 0646 RF JG 66 ↓ FM ORBIT LOGGED 2.5
 0630 RF JG 71 ↓ FM ORBIT LOGGED 2.5
 0735 RF Queen Advises SCRAMBLE Jollies - head FOR CHURCH
 CONTACT ON AIR.

CHAPTER VI

MISSION NARRATIVES

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Practical SAR experience was gained by pilots on a training mission on 22 Jul 71 when Captain John N. Komich effected the medical evacuation of an injured seaman off a landing craft in the vicinity of Da Nang. The training aircraft, which happened to have a flight surgeon on board as a passenger, responded to a call for assistance for a seaman who's hand had been pulled through a cable

37 ARRSQ HISTORY, 1 JULY - 30 SEPTEMBER 1971

winch. After the vessel was located, a PJ was lowered to assist the seaman who was subsequently hoisted on board and flown to the 95th Medical Evacuation Hospital. Credit was given for one non-combat save.

Eleven additional non-combat saves were recorded by the squadron as a result of the combined efforts of Major Robert H. Heiges and Lt Col Harold R. Walthall on 26 Jul 71 when they evacuated eight passengers and three crew members from an Army UH-1H that had made a forced landing on the beach near Hai Van Pass. The two alpha alert aircraft responded to the call for assistance while they were enroute to their fraggd airborne alert orbit. SAR checklists were run enroute to the scene due to the possibility of hostile forces in the area. After a thorough evaluation of the site was made, Major Heiges executed an approach and landing and took on eight passengers from the downed aircraft. While Major Heiges was returning these people to the Da Nang area, Lt Col Walthall remained on scene to provide cover for the UH-1H crew members until an Army recovery team could be brought in. When the team arrived, they were unable to extract all the remaining crew members due to aircraft limitations. Lt Col Walthall answered the call for assistance, landed on the beach and recovered three additional personnel.

Combat saves, 13 of them to be exact, became the order of the day on 20 Aug 71 for Major Gerald J. Lange and crew on a mission that graphically demonstrated the flexibility required of the SAR force.

JULY 71

JULY 71				NAME	RANK		
				SSN			
DATE	CREW	JG	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE	
21	CROWE ULLOA PRIANTE Muelchi Ande MORENO	66	625	JOO ONE KIM (KOREAN ^{MERCHANT} SEAMAN) med evac To VVO R. RUPTURED APPENDIX	USNS BARRETT 1445N 11145E MSN # A-3-026-2 JUL	1 MEDVAC Non COMBAT	
22	KOMICH GRIFFITH JADROSICH BARRETT WARDI Thompson Pearson	77	626	NAVY SHIP 125/15/77 (No Name) NAVY SEAMAN with severed hand. To 95th HOSP.	NAVY SHIP 125/15/77 MSN # A-3-027-22 JUL	1 MEDVAC Non COMBAT	
26	HEIGES TYLER Theriot PROSE MANN CROWLEY	65	627 628 629 630 631 632 633 634	No Names 45th ENGR BTN U.S. Army	103/17/69 MSN # A-3-028	8 Non COMBAT	

CONTINUED NEXT PAGE

Rescue Unit Makes 2 Saves in 2 Day

DA NANG AFLD, Vietnam (Special) — The 37th Aerospace Rescue and Recovery Sq. (ARRS) here chalked up their second rescue in as many days when an HH53 Jolly Green Giant, piloted by Capt. John N. Komich, evacuated an injured sailor from a ship at sea to medical facilities in Da Nang.

The HH53 was on a training mission when the local rescue center notified an airborne HC130 Hercules command air-

craft that a Vietnamese sailor was injured while aboard a commercial Vietnamese vessel. Komich notified the rescue control center that they were in the area and were available. They were then cleared to proceed and headed in the direction of the ship about 40 miles south of their position.

"About three or four minutes later, we spotted the ship," said Komich.

With the Jolly Greens hover-

ing the ship, the para-rescueman, TSgt. Eugene L. Nardi, boarded the ship, loaded the man on the hoist, and took him on the aircraft.

The sailor had been administered first aid, so there was no need for further medical care on the aircraft.

The rescue was the first as an aircraft commander for Komich as well as the first Southeast Asia pickup for his copilot, Capt. John F. Jadrisuch.

Other crew members on the mission were Capt. Ro Griffith, also a pilot, and James B. Barrett, the flight engineer, who operated the hoist mechanism during the rescue.

The day before, another from the 37th ARRS picked up a seriously ill Republic of Vietnam soldier from a troopship and flew him immediately to Ranh Bay hospital for surgery.

IMMEDIATE

PT 00878

~~CONFIDENTIAL~~

(B) JOLLY GREEN 67 PLUS 73 LAUNCHED AT 0850Z. 2 1/2

C. PERSONNEL INFORMATION:

- (1) 2 PERSONNEL INVOLVED, LOCATED AND RECOVERED.
- (2) RUSTIC 06 AN OV-10 FAC, LOCATED SURVIVORS AT 0840Z.
- (3) BARON 10 AN ARMY UH-1 LANDED NEAR SURVIVORS AND SURVIVORS CLIMBED ABOARD.
- (4) BARON 10 LANDED AT CHILANG WHERE SURVIVORS WERE TRANSFERED TO JG 67 FOR TRANSPORT TO TAN SON NHUT FOR MEDICAL EVALUATION.

D. FLYING ACTIVITY:

- (1) KING 26 (HC-130P1) / 1 SORTIES/ 3.0 HOURS.
- (2) JG 67 PLUS 73 (HH-53) / 4 SORTIES/ 4.3 HOURS.

E. SAVES DATA: NO SAVES CLAIMED FOR ARRS.

- (1) CREW COMMANDER MAKING SAVE-CLAVSON FROM DRAC/SOCC CHILANG. MISSION COMMANDER ABOARD BARON 10-LT/COL LOGAN FROM DRAC/SOCC CHILANG.

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(2) PERSONNEL SAVED:

- (A) LT/COL WAYNE MUSGROVE/USAF.
- (B) 1LT JEFFERY F. STUERMER/USAF.
- (3) 2 COMBAT SAVES CREDITED TO U.S. ARMY.
- (4) AIRCREW MEMBERS.

F. SUMMARY OF SAR ACTIONS:

(1) AT 0800Z THE JRCC RECIEVED A CALL FROM PARIS THAT AN AIRCRAFT (LEGMAN 54) HEARD A SHORT GARBLED MAYDAY CALL ON 243.0 FORM A STROBE 26. THE JRCC INITIATED ACTIONS TO CHECK ON THE MISSION OF STROBE 26 AND VERIFIED THAT THE AIRCRAFT TOOK-OFF AT APPOX 0700Z ON A TACTICAL RECCE MISSION. EFFORTS TO RAISE STROBE 26 ON THE RADIO WERE UNSUCCESSFUL. A CALL WAS RECIEVED FROM AN ARMY RELAY STATION THAT FRIENDLY FORCES OBSERVED AN AIRCRAFT TO CRASH IN THE OPERATING AREA OF STROBE 26. KING 26 WAS DIVERTED TO THE SCENE. 2 ARMY GUNSHIPS (APACHE 31 PLUS 39) AND A COMMAN CONTROL UH-1 (BARON 10) WERE LAUNCHED FROM CHILANG. UNCONFIRMED REPORTS INDICATED POSSIBLE SURVIVORS WERE NEAR THE CRASH SITE. JG 67 PLUS 73 WERE TOLD TO LAUNCH AT 0835Z AND AT 0840Z AN AF OV-10 FAC (RUSTIC 06) REPORTED SIGHTING THE SURVIVORS. BARON 10 LANDED NEAR THE SURVIVORS AT 0850Z AND THE SURVIVORS

PAGE 5 RUMMRSA9265 ~~CONFIDENTIAL~~

RAN TO THE AIRCRAFT AND CLIMBED ABOARD. THE SURVIVORS WERE REPORTED IN GOOD CONDITION. BARON 10 FLEW TO CHILANG WHERE THE SURVIVORS WERE TRANSFERED TO JG 67 FOR TRANSPORT TO TAN SON NHUT AFLD AND ARRIVED AT TAN SON NHUT AFLD AT 1045Z. INITIAL INFORMATION FROM THE SURVIVORS INDICATED AN AIRCRAFT CONTROLL PROMBLEM WAS ENCOUNTERED AT 4500' MSL AND BOTH EJECTED FROM THE UNCONTRLLABLE AIRCRAFT FROM AN INVERTED ATTITUDE. NO AIR RE-FUELINGS WERE ACCOMPLISHED.

(2) TOTAL FLYING ACTIVITY - SEE PARA D.

GP-4

BT

IMMEDIATE

CONFIDENTIAL

37 ARRSQ HISTORY, 1 JULY - 30 SEPTEMBER 1971

winch. After the vessel was located, a PJ was lowered to assist the seaman who was subsequently hoisted on board and flown to the 95th Medical Evacuation Hospital. Credit was given for one non-combat save.

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JULY 71

				NAME	RANK	
				SSN		
DATE	CREW	JG	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
21	CROWE	66	625	200 ONE KIM	USNS BARRETT	MEDBAC
	ULLUA			(KOREAN ^{MERCHANT} SEAMAN)	1445N 11145E	Non COMBAT
	PRIANTE			med evac to		
	Muelchi			VUCR.		
	Ande			RUPTURED	MSN # A-3-026-2 JUL	
	MORENO			APPENDIX		
22	KOMICH	77	626	NAVY SHIP	NAVY SHIP	1 MEDBAC
	GRIFFITH			125/15/77	125/15/77	NON
	JADPOSICH			(No Name)		COMBAT
	BARRETT			NAVY SEAMAN	MSN #	
	WARDI			with severed	A-3-027-22 JUL	
	THOMPSON			hand. to 95th		
	PEARSON			HOSP.		
26	HEIGES	65	627	No Names	103/17/69	8
	TYLER		628	45TH ENGR BTN		NON
	Theriot		629	U.S. Army	MSN #	COMBAT
	PROSE		630		A-3-028	
	MANIOW		631			
	CROWLEY		632			
			633			
			634			

CONTINUED NEXT PAGE

JULY 71 CONTINUED

SURVIVORS
NAME RANK
SSN

DATE	C R E W	JG	SAVE #	ORGANIZATION	LOCATION	SAVE TYPE
26	WALTHALL	70	635	45TH ENG BTN	103/17/69	3
	ULWA		636	U.S. ARMY.		NOCD - COMBA
	Mc KINNEY		637	NO NAMES	MSN #	
	DIVOS				A-3-028	
	Muelch					
	GRAY					

TOTAL MONTHLY SAVES 13

37 ARRSQ HISTORY, 1 JULY - 30 SEPTEMBER 1971

CHAPTER XI

SUPPORTING DOCUMENTS

Supporting Document #1 (Saves)

<u>NUMBER</u>	<u>SURVIVOR</u>	<u>RANK</u>	<u>DATE</u>	<u>MISSION NUMBER</u>
625	Joo One Kim	Civilian	21 Jul 71	A-3-026
626	Bud Riggle	Civilian	22 Jul 71	A-3-027
628	Mark J. Musich	E-4 (Army)	26 Jul 71	B-3-028
629	David C. Banks	Sgt(Army)	26 Jul 71	B-3-028
630	Unknown	Army	26 Jul 71	B-3-028
631	"	Army	26 Jul 71	B-3-028
632	"	Army	26 Jul 71	B-3-028
633	"	Army	26 Jul 71	B-3-028
634	"	Army	26 Jul 71	B-3-028
635	"	Army	26 Jul 71	B-3-028
636	"	Army	26 Jul 71	B-3-028
637	Unknown	Army	26 Jul 71	B-3-028
638	Larry M. Niebuhr	1Lt(Army)	20 Aug 71	A-3-029
639	Landis L. Lingren	WO4(Army)	20 Aug 71	A-3-029
640	David Silva	E-4(Army)	20 Aug 71	A-3-029
641	Martin Wilson	E-4(Army)	20 Aug 71	A-3-029
642	Indigenous Person		20 Aug 71	A-3-029
643	Indigenous Person		20 Aug 71	A-3-029
644	Indigenous Person		20 Aug 71	A-3-029
645	Indigenous Person		20 Aug 71	A-3-029

26 JUL 71 SAR

37 ARRS Picks Up Dozen

The 37th Aerospace Rescue and Recovery Squadron chalked up 12 non-combat saves July 26, as two aircraft from that unit combined forces to rescue U.S. Army soldiers from a beach 18 miles south of Hue.

Piloting the HH-53 "Jolly Green Giant" rescue helicopters were Maj. Robert H. Heiges Jr., and Lt. Col. Harold R. Walthall, both of the 37th ARRS.

The soldiers were aboard a UH-1H "Huey" helicopter, when mechanical problems forced them to land on the beach.

"We had just taken off for airborne alert," stated Major Heiges, "and had completed test firing the weapons, when we heard the call for assistance.

"A light observation aircraft circling over the downed helicopter relayed the call for assistance to us," he continued.

After obtaining clearance from the local control center, Major Heiges passed over the area and decided it was a relatively secure place to set down. The crew took the necessary precautions and armed their weapons as Major Heiges set the "Jolly Green Giant" down about 75 feet from the downed helicopter. Eight of the crewmembers scrambled aboard the aircraft and were returned to Da Nang.

Meanwhile, Colonel Walthall was orbiting in the vicinity of the Huey providing
(Contd. on Pg. 3)



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SEARCH AND RECOVERY

(C) Search and Recovery (SAR) activity reached a near record low during the quarter as the Sandy aircraft (A-1's of the 1st Special Operations Squadron) launched for only two efforts and were alerted for a third. That effort was for Falcon 86 Alpha and Bravo who egressed from their F-4 aircraft in the vicinity of Tacan Channel 108 in the Barrel Roll section of Laos. Their position was 23 miles from Channel 108 on the 040 degree radial. Jack declared the SAR and scrambled Sandy 01 and 02 at 1112L on 2 September 1971. However, the two survivors were safely recovered by an Air America helicopter at 1122L and the Sandy launch order was cancelled.⁵⁴

(C) A second effort was conducted for Sandy 09 who bailed out of his A-1 aircraft after experiencing control problems.⁵⁵ Sandy 09/10 were returning to Nakhon Phanom RTAFB after an uneventful alert tour at Da Nang Air Base, Republic of Vietnam, and were released to work with Raven 31, a Forward Air Controller (FAC) who was providing close air support for friendly indigenous troops. Sandy 09 encountered his control problems immediately after making an ordnance pass and bailed out 70 miles from Nakhon Phanom RTAFB on the 130 degree radial of Tacan Channel 89. Sandy 10 took charge⁵⁶ as On-Scene Commander and a SAR was declared 1720L on 28 July 1971.

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54. SARCO Report for Falcon 86, 2 Sep 71, (Doc. 25)
55. See Aircraft Losses, Chapter III, for details
56. SARCO Report for Sandy 09, no date, (Doc. 26)

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

(C) Sandy 10 and Raven 31 observed the impact and followed Sandy 09 as he descended with a normal parachute. In the meantime Sandy 03/04 were launched and Sandy 07/08 were directed to launch and escort Jolly Green 52/61 from Nakhon Phanom RTAFB. However, the effort would be over before these aircraft reached the scene. Immediately after landing Sandy 09 reported that his condition was good and that he had moved away from his parachute. Sandy 09 and Raven 31 had no problems locating the survivor but Raven 31 reached minimum fuel and was replaced by Raven 33, another T-28 aircraft.⁵⁷

(C) A helicopter, Romeo 07, was working in the area and was summoned to the scene to assist. He reported that he was very familiar with the area and that he could be there by 1810L. Sandy 10 and Raven 33 ascertained that the immediate area was permissive but there was much enemy activity approximately one mile away where the aircraft had been striking. The two of them decided on an immediate pick-up since darkness was approaching and the enemy could move into the area if the survivor were allowed to remain on the ground over night. At approximately 1800L Sandy 09's exact position was identified and the Initial Point (IP) was marked with a M-47 bomb approximately 1,000 meters to the west.⁵⁸

(C) Romeo 07 arrived and after being briefed agreed on an immediate pick-up attempt. However, he reported that he did not have a jungle penetrator on board and suggested that the survivor

57. Ibid

58. Ibid

~~CONFIDENTIAL~~

K-WG-56-HI move to a small clearing approximately 75 yards west of his position.

Sandy 09 moved to the edge of the clearing and the pick-up phase was executed. The survivor was directed to expend a marking flare and did so but the smoke dissipated before the helicopter pilot could make visual contact. The helicopter held in the area and Sandy 09 was directed to expend a night marking flare. This time Romeo 87 spotted him and landed the helicopter in the extremely small area. Sandy 09 boarded the aircraft and the forces egressed from the area at 1810L as the other A-1's and Jolly Greens were approaching.⁵⁹

(C) Sandy 10 and Raven 33 escorted Romeo 87 and the survivor to Savannaket, Laos, and Sandy 10 returned to Nakhon Phanom RTAFB with minimum fuel. Sandy 03/04 and Jolly Green 52/61 were directed to pick up the survivor and return him to Nakhon Phanom RTAFB. Five A-1's, including Sandy 10, participated in the effort and flew a total of 6.8 hours. Other than marking devices, no ordnance was expended and the SAR was completely unopposed.⁶⁰

(C) The only other SAR occurred on 20 August when a helicopter, Crazy Horse 19, was reported down on the 287 degree radial 15 miles from Tacan Channel 103. Jack scrambled Sandy 09/10 from Da Nang Air Base, Republic of Vietnam, at 1140L and directed Sandy 01/02 and Sandy 03/04 to maintain alert at Nakhon Phanom RTAFB. Jolly Green 72/65 also launched from Da Nang Air Base, and as the four aircraft were outbound to the objective area they were diverted

59. Ibid

60. Ibid

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 DECLASSIFIED

22 14 : 41

OPR	CYS
ARRS	7
INFO	CYS
DO	4
DOC	1
CSEH	1
	7

Classified by 75061/ps
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 3/25/78

C O N F I D E N T I A L J O P R E P J I F F Y / O L - B 3 A R R G P / R E S U C E 0 3 7 / 2 8 1 0 2 0 Z J U L Y 9 7 1 .

- MESSAGE NOTIFICATION
- Individual
Contacted:
- Local Time
and Date:

MESSAGE NOTIFICATION

Individual
Contacted:

Local Time
and Date:

(1) 1 INVOLVED, 1 LOCATED, 1 RECOVERED, 1 SAVED
(2) LOADING AGENCY: SANDY 10, 281015Z AT 1640N 10538E
(3) RECOVERY AGENCY: ROMEO 87 (ARMY UH-1)
(4) DISPOSITION OF SAR OBJECTIVE: SURVIVOR TAKEN BY ROMEO 87 TO
CH 99. JOLLY GREEN 61 TRANSPORTED SURVIVOR FROM CH99 TO CH89.
D. FLYING G ACTIVITY:

DECLASSIFIED

IMMEDIATE

CONFIDENTIAL

PT 00544

- (1) 39ARRS, 2 SORTIES FOR 3.7 HOURS
- (2) 40ARRS, 3 SORTIES FOR 5.4 HOURS
- (3) 56SOW, 5 SORTIES FOR 7.0 HOURS

E. SAVES DATA: 1 USAF COMBAT AIRCREW MEMBER SAVE ATTRIBUTED TO ROMEO 87.

- (1) CREW MAKING SAVE - UNKNOWN
- (2) NAME OF SURVIVOR- MAJOR DALE POTTON
- (A) UNIT - 56 SOW
- (B) AIRCREW MEMBER
- (C) COMBAT SAVE

2/2

6. SUMMARY OF SAR ACTIONS:

OL-B, 3ARRGP NOTIFIED AT 1016Z BY 56TH SOW COMMAND POST OF A STRONG BEEPER AT LOCATION 1640N 10538E. KING 22 DIVERTED FROM ORBIT AT 1016Z TO INVESTIGATE. THE JRCC NOTIFIED OL-B AT 1020Z THAT BEEPER MAY

PAGE 4 RUMOSRA0753 CONFIDENTIAL

BE THAT OF SANDY 9. SANDY 10 ESTABLISHED VOICE CONTACT WITH SURVIVOR (SANDY 9) AT 1022Z AND ASSUMED ON SCENE COMMANDER AT THIS TIME. RESCUE FORCES (JOLLY GREEN 52/61 AND SANDYS 3/4, 7/8) ALSO ALERTED FOR LAUNCH AT THIS TIME. KING 26 ARRIVED ON SCENE AT APPROXIMATELY 1025Z TO ASSUME ABORNE MISSION COMMAND (AMC) DUTIES. AT 1026Z KING 26 LOCATED ROMEO 87 (ARMY UH-1) IN THE AREA AND ASSISTED IN LOCATING THE OBJECTIVE. ROMEO 87 ARRIVED ON SCENE AT 1106Z. PHASE ALPHA INITIATED AT 1107Z. PHASE BRAVO INITIATED AT 1108Z AND COMPLETED AT 1112Z WITH REOMIO 87 AFFECTING PICKUP BY LANDING NEXT TO SURVIVOR. SANCY 9 WAS TAKEN TO CH99, TRANSFERRED TO JG61 AND RETURNED TO CH89. ALL SORCES DIRECTE TO RTB AT COMPLETION OF PHASE BRAVO. ONE AIR REFUELING ACCOMPLISHED IN SUPPORT OF THIS MISSION. GP-4

BT

#0753

NNNN#

IMMEDIATE

CONFIDENTIAL

REF: 2-1-1-1-1-1

July 1971

FLIGHT DESIGNATION: 670410

MICRO OBJECTIVE: 670410

LOCATION: 670410 (130/13/19)

SAVES: One (1) USAF Combat Aircrew Member credited to Army helicopters (ROMEO 87)

At approximately 1010Z, 29 July 1971 King 26 heard Raven 31 calling on guard for assistance. He had been directing air strikes by Sandy 09 and 10 and Sandy 09 was down at 670410. Our position was well south of Eastern Steel Tiger Hesco Sector 3 where HILLSBORO advised us Raven 31 was putting in the strikes. As we headed north toward Sector 3 we monitored additional calls from Raven 31, used SFUD 51 for relay until Sandy 10 became readable and finally established two-way contact with both on scene slow movers. We switched from Queen to Jack, asked for the CH 89 SAR Forces to be launched, requested King 22's position and his availability as tanker and used Air America common VHF 119.1 for resource search of available helicopters north of CH 99. Jack confirmed scramble of the 89 Forces and King 22 advised his position was near CH 70 due to orbit area weather and he was on the way to tank or help in any other way. CHURCHBELLS advised Air America helicopters Hotel 15 and Hotel 77 would be launching from CH 99 as soon as possible.

Sandy 10 was designated OSC at 1020Z with an initial Bingo fuel of 1215Z. Raven 31 had Bingo fuel of 1145Z and would remain with Sandy 10 as long as possible. No ground fire was observed and neither aircraft had seen unfriendly movers in the area. Both reported good weather: 4000' scattered to the west of the river bank on which Sandy 09 was located and 7000' scattered in the immediate objective area with altimeter of 29.67. Sandy 09's position was in a stand of trees slightly west of a moderate size river. He was up and in good condition.

We were using VHF 119.1 for SAR Forces, CHURCHBELLS advisory on progress of the Hotel helicopters and King 26 - King 22 cross talk. A HILLSBORO/LION/INVERT discrete was established on 350.9 and at 1028Z fast mover mixed ordnance resources were beginning to check into the FM holding point at 113/60/29.

I asked Sandy 10 to try and get Sandy 09 off Guard and up Delta frequency which was accomplished after two attempts. King 22 advised helicopter Romeo 87 was diverting to the AR scene with instructions to contact King 26 or Sandy 10. Jack advised at 1040Z that JG 61/52 were off CH 89 and Sandy 01, 02, 03 and 04 would launch at about 1050Z.

GROUP-4

GROUP-4

Downgraded at 3 year intervals.
Declassified after 12 years.

At 1052 phase Alpha commenced with Sandy 10, Raven 31, Raven 33 who had just arrived with four pairs of rockets and Romeo 87. Both Ravens reiterated the indicated lack of hostile forces, the absence of ground fire and the overall permissive quality of Sandy 09's area for a prompt recovery. Sandy 10 and King 26 reached the same conclusion and I decided not to wait for additional SAR Forces.

At 1102 phase Bravo began with Sandy 10 directing Romeo 87 to a clear area near the river's edge and advising Sandy 09 to move the short distance required to meet the helicopter. A ground pick-up had been decided upon since Romeo 87 was sling equipped only and a nearby clear area was large enough to permit a landing. Sandy 09 popped his first smoke which Romeo 87 spotted immediately and the landing and pick-up was completed at 1112Z. Sandy 09's condition was dirty, thirsty and injuries!

As the SAR Forces withdrew we released all fast movers, Raven 31/33, RTB Sandy 07/08 to CH 89 and at Jack's request sent Sandy 03/04 with JG 61/52 to CH 89 to retrieve Sandy 09 from CH 99 to CH 89. Sandy 10 RTB CH 89.

JG 30 requested an A/R in order to RTB direct to CH 70 and King 22 took over that requirement. I also requested King 22 assume COMM CAP for the CH 99 to CH 98 Sandy 09 shuttle upon completion of A/R with JG 30. King 22 confirmed this request at 1150Z when he took over COMM CAP. King 26 departed for night A/R training off CH 77 at 1158Z and terminated participation in this mission.

King 26 Crewmembers

AMC Major Jerry J. Selmsley
 CP Captain Rondall E. Skinner
 NAV Major James E. Good
 NAV Captain Frank W. Young
 RO ALC Dwight H. Blackwelder III
 FE MSgt Billy E. Gartman
 FE MSgt John R. Yagodinski
 LM TSgt Johnny L. Mullins

SAR Forces Utilized

RAVEN FAC's 31/33
 SPUD 51
 SANDY 10 (OSC)
 ROMEO 87 (Air Attache flight
 from Udorn-Army crew)